File No. AFD 62 FAF 70

MYSORE GOVERNMENT SECRETARIAT

Notes/Correspondence/Collection

Department A & F Section Forest 'B'

Subject :— Corrigendum to Govt. Notification No. AFD 76 FAF 58 (2) /10-6-64

Earlier References :—

Later References :—

(X)

(Classification A/B/C)

Notes Pages.....1.....
Correspondence Pages.....8.....
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AFD. 62. FAF 70

Sl. No 1 (Receipt)

No. B6-15-22/58 Dt. 15-1-70

from the C.C.F.

Note No 1

A draft Corrigendum is put up for approval at Sl. No 2/Page 8

24-4-70. Verified with the main file (AFD 75 AFT 58) which is submitted separately with file no AFD 59 FAF 70.

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GOVERNMENT OF MYSORE

No. FD 68 FAF 70.

Mysore Government Secretariat,
Vikasa Soudha,

Bangalore, dated 28th April '70.

CORRIGENDUM.

The Governor is pleased to order that the following changes be made in the Government Notification No. FD 73 FAT 68(3) dated 10-6-1970 published at pages 1439 to 1440 in Part IV-Section 2 of the Mysore Gazette dated 23-7-1970.

(i) Page 1439,

Substitute the word 'Gandapur' for the word 'Puttur' appearing in Line No.9

(ii) Page 1439

Substitute the figure '487' for the figure '165' appearing in Line No.33

(iii) Page 1441.

Substitute the figure '7' for the figure '73' appearing in Line No.37.

(C. Dakshinamoorthy)
I/c Deputy Secretary to Government,
Agriculture & Forest Department.

To

The Controller, Mysore Gazette, Bangalore in duplicate for publication in the Gazette and for supply of 10 printed copies of the corrigendum to the Divisional Forest Officer, Survey & Demarcation, Bangalore.

Copy forwarded to:-

1) The Chief Conservator of Forests in Mysore, Bangalore.
2) The Divisional Commissioner, Mysore.
3) The Deputy Commissioner, South Kanara, Mangalore.
4) The Revenue Department.

hns/27-4/Cor.

Sl. No. 84

Corrigendum M.J. Secty.
V.S.
Bangalore
Dt. 4.9.70

No.
AFD 6 ~ FAF 70

The Governor is pleased to order that the following changes be made in the Govt. Notification No. AFD 76 AFT 58 (2) dt. 10.6.64 published as S.O. 980 at pages 1916 to 1920 in Part IV - Section 2 c (ii) of the Mysore Gazette dt. 23-7-64.

10 copies

(i) Page 1916

Substitute the word 'Goondapuri' for the word 'Puttur' appearing in line No. 9

ISSUED
Date 30/4/1970.

(ii) Page 1918

Substitute the figure '421'

(P.T.O.)

7 for the figure '142' appearing in line No. 32

(iii) Page 1918

Substitute the figure '7½' for the figure '75' appearing in line No. 37.

25/4/20

H/C. D.S., A.F. Dept.

prepared

To, the Compiler, Mysore Gazette, Bangalore, in duplicate, for publication in the Gazette and for supply of 10 printed copies of the Corrigendum to the S.F.O. Survey & Demarcation, Mangalore.

Copies to :-

(1) The C.C.F., Bangalore
(2) The Dvl. Comm., Mysore
(3) The Dy. Comm., S. Kanara, Mangalore
(4) The R.D.

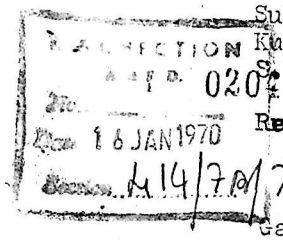
Sl No-1 6 6

B6-45-22/58. CHIEF CONSERVATOR'S OFFICE:
Encl: Printed Noti. Bangalore, dt, 15/1/70

To

The Secretary to Government,
Agriculture and Forest Department,
Bangalore.

Sir,



Sub:Govt.Notification under section 4 of M.F.A. in respect of Kuthatahola Reserved Forest in Ajri village, Coondapur taluk, S.K.Dist - Issue of Corrigendum - Requested.

Ref:Govt.Notification No.AFD 76 AFT 58(2) dated 10-6-64.

In the above notification published in the Mysore Gazette dated 23-7-64 vide pages 1916-1920 in Part IV Section 2c(ii) in respect of Kuthathola Reserved Forest, in Ajri village, Corrections as noted in the Draft Corrigendum are necessary:-

DRAFT CORRIGENDUM

In the Notification No.AFD 76 AFT 58(2) dt 10-6-64, make the following corrections:-

1916 In line No.9 the word 'Puttur' should be read as 'Coondapur.

Forest)
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1918 Under line 32 the words "142" links. should be read as "421 links"

1918 Under line 37 the words "75 degrees" should be read as 7½ degrees.

Government may kindly be moved to issue the above Corrigendum for publication in the Mysore Gazette for publication in the Mysore Gazette with instructions to the Compiler of the Gazette to supply 10 printed copies of the Corrigendum to the Divisional Forest Officer, Survey and Demarcation, Mangalore. A copy of the printed notification is enclosed herewith for favour of reference.

Yours faithfully,

Chief Conservator of Forests.

1916

AGRICULTURE AND FOREST SECRETARIAT.

NOTIFICATION.

Bangalore dated, 20th June 1964.

No. 980.—In exercise of the powers conferred by clauses (a) and (b) of section 4 of the Madras Forest Act, 1882 (Madras Act V of 1882), the Government of Mysore hereby declares that it is proposed to constitute the lands, the situation and limits of which are described in the Schedule below, a reserved forest:

Under clause (c) of the said section, the Government of Mysore hereby appoints the Assistant Commissioner of Puttur to be the Forest Settlement Officer in regard to the said land to enquire into and determine the existence, nature and extent of any rights claimed by or alleged to exist in favour of any person in or over any land comprised within such limits or to any forest produce of such land and to deal with the same as provided in Chapter II of the said Act and appoints the District Forest Officer, South Kanara for the time being to be the Forest Officer who shall attend on behalf of Government at the enquiry to be made by the said Forest Settlement Officer.

Under Section 14 of the said Act, the Government of Mysore hereby appoints Sri K. Kaliah, Additional Deputy Commissioner, South Kanara, to hear appeals on any orders passed by the Forest Settlement Officer under sections 11, 12 and 13 of the said Act.

SCHEDULE.

Name of the District	...	South Kanara.
Name of the Taluk	...	Coondapur.
Name of the Village	...	Ajri.
Name of Block	...	Kuthatahola Reserved Forest.
Area	...	775.45 acres.
Boundaries	...	Given below.

East.—On the eastern said the line starts at station No. 19 on the Bank of Kubja river and proceeds towards North-West bearing 336 (514 links to Station 20) then towards North bearing 360 degrees (1626 links to Station No. 21) 356.5 degrees (243 links to Station 22) then the

ine turns towards North-West bearing 317.5 degrees (1459 links to station No. 23) bearing 351.5 degrees (839 links to Station No. 24) bearing 288.5 degrees (312 links to Station No. 25) bearing 267 degrees (734 links to Station No. 26) of the block.

North.—Starting at Station No. 26 on the Northern side the line runs towards South-West bearing 220 degrees (296 links of Station No. 27) 210.5 degrees (422 links to Station No. 28) 262.5 degrees (639 links to Station No. 29) then the line turns towards North-West bearing 282 degrees (798 links to Station No. 30) then the line turns again to South-West bearing 205 degrees (467 links to Station No. 31) bearing 219 degrees (255 links to Station No. 32) 205 degrees (542 links to Station No. 33) 180.5 degrees (1139 links to Station No. 34) 261° (807 links to Station No. 35) 227 degrees (1430 links to Station No. 36) 227 degrees (100 links to Station No. 37) then the line turns towards South-East bearing 163 degrees (1572 links to Station No. 38) again the line turns towards South-West bearing 253 degrees (751 links to Station No. 39) 261 degrees (1039 links to Station No. 40) again the line turns towards North-West bearing 332 degrees (1560 links to Station No. 41) bearing 331 degrees (443 links to Station No. 42) then the line turns towards North-East bearing 5 degrees (353 links to Station No. 43) Again the line turns towards South-West bearing 262 degrees (535 links to Station No. 44). Then the line turns towards West bearing 270 degrees (414 links to Station No. 45). Then the line turns towards North-West bearing 276.5 degrees (470 links to Station No. 46) bearing 275.5 degrees (421 links to Station No. 47) bearing 274 degrees (394 links to Station No. 48) 274 degrees (113 links to Station No. 49) then the line turns towards South-West bearing 194 degrees (554 links to Station No. 50) bearing 194 degrees (724 links to Station No. 51) bearing 196 degrees (217 links to Station No. 52) Again the line runs towards North-West bearing 288 degrees (939 links to Station No. 53) Then the line turns towards South-West bearing 249 degrees (183 links to Station No. 54) 249 degrees (419 links to Station No. 55) Again the line runs towards North-West bearing 315.5 degrees (355 links to Station No. 56) 315.5 degrees (162 links to Station No. 57) bearing 359.5 degrees (563 links to Station No. 58) Again the line runs towards North-East bearing 7 degrees (327 links to Station No. 59) 10 degrees (213 links to Station No. 60) 9 degrees (289 links to Station No. 61) Again the line runs towards North-West bearing 339 degrees (515 links to Station No. 62) Then the line runs towards North-East bearing 7 degrees (376 links to Station No. 63) 14 degrees (969 links to Station No. 64) Again the line turns towards North-West bearing 294 degrees (532 links to Station No. 65) Again the line turns towards to South West bearing 247.5 degrees (397 links to Station No. 66) 269 degrees (632 links to Station No. 67) then runs towards North-West bearing 274 degrees (264 links to Station No. 68) 311.5 degrees (491 links to Station No. 69) 313 degrees (758 links to Station No. 70) again the line turns towards North East bearing 3 degrees (349 links to Station No. 71) then to the north

bearing 360 degrees (330 links to Station No. 72) 360 degrees (99 links to Station No. 73) then the line turns towards North East bearing 26 (151 links to Station No. 74) 19 degrees (481 links to Station No. 75) 15 degrees (139 links to Station No. 76) then turns towards South West bearing 265 degrees (202 links to Station No. 77) 257 degrees (447 links to Station No. 78) then the line runs towards West bearing 270 degrees (492 links to Station No 79) turns towards North West bearing 350 degrees (454 links to station No. 80) 301 degrees (734 links to Station No. 81) then the line turns towards South West bearing 269 degrees (393 links to Station No. 82) 264 degrees (485 links to Station No. 83) 263 degrees (634 links to Station 84 of the Block).

West.—On the western side tee line starts from Station No. 84 and proceeds towards South West bearing 207.5 degrees (1356 links to Station No. 85, 216.5 (157 links to Station No. 86) 215 degrees (542 links to Station No. 87) 215 degrees (278 links to Station No. 88) towards South West bearing 190 degrees (1358 links to Station No. 89) then the line turns North East bearing 87 degrees (1218 links to Station No. 90) turns towards South East bearing 95 degrees (983 links to Station No. 91) then the line turns towards South East bearing 153.5 degrees (1304 links to Station No. 92) then the line turns towards South East bearing 177 degrees (434 links to Station No. 93) bearing 148.5 degrees (347 links to Station No. 94) bearing 148.5 degrees (536 links to Station No. 95) bearing 140.5 degrees (427 links to Station No. 96) then the line turns towards South East bearing 142.5 degrees (335 links to Station No. 97) bearing 145 degrees (227 links to Station No. 98) of the Block.

South.—On the Southern side the line turns towards South from Station No. 98 bearing 180.5 degrees (428 links to Station No. 99) bearing 178 degrees (378 links to Station No. 100) Again to South East bearing 163 degrees (103 links to Station No. 101) turns towards South East bearing 163 degrees (100 links to Station No. 102) 146.5 degrees (879 links to Station No. 103) 151.5 degrees (380 links to Station No. 104) 160 degrees (142 links to Station No. 105) which touches the Kubja river and the line runs along the river bank bearing 160 degrees (43 links to Station No. 106) 97 degrees (389 links to Station No. 107) 106 degrees (261 links to Station No. 108) 101 degrees (229 links to Station No. 109) then the line turns North East bearing 42 degrees (288 links to Station No. 110) 75 degrees (576 links to Station No. 111) 34.5 degrees (725 links to Station No. 112 where the river ends) 14 degrees (266 links to Station No. 113) 19 degrees (282 links to Station No. 114) 13 degrees (512 links to Station No. 115) turns towards South East bearing 91 degrees (845 links to Station No. 116) 169 degrees (277 links to Station No. 117) 164.5 (347 links to Station No. 118)) 169 degrees (263 links to Station No. 119) then the line turns towards South West bearing 220 degrees (322 links to Station No. 120) 206.5 degrees (203 links to Station No. 121) 211 degrees (238 links to Station No. 122 which strikes the river) then the line turns towards South East bearing 151 degrees (373 links to Station No. 123)

159.5 degrees (200 links to Station No. 124) 146 degrees (375 links to Station No 128) 149 degrees 219 links to Station No. 126) 126 degrees (263 links to Station No. 127) 133 degrees (259 links to Station No. 128) 109 degrees(259 links to Station No. 129) then the line turns towards North East bearing 50.5 degrees 121 links to Station No. 130) 34 degrees (333 links to Station No. 131) 16 degrees (340 links to Station No. 132) 49.5 degrees (218 links to Station No. 233) turns towards South East bearing 126 degrees (346 links to Station No. 134) bearing 167 degrees (829 links to Station No. 135) bearing 176 degrees (203 links to Station No. 136) 154 degrees (143 links to Station No. 137) then the line turns towards South West bearing 184.5 degrees (166 links to Station No. 138) turns towards South East bearing 138.5 degrees (113 links to Station No. 139) 115.5 degrees (184 links to Station No. 140) 113 degrees (148 links to Station No. 141) then the line turns towards North East bearing 86 degrees (121 links to Station No. 142) again turns towards South-East bearing 113.5 degrees (79 links to Station No. 143) then the line turns towards North East) bearing 64 degrees (190 links to 144) then the line turns towards East bearing 90 degrees (246 links to Station No. 145) then the line turns towards North East bearing 45.5 degrees (335 links to Station No. 146) 52 degrees (156 links to Station No. 147) 3 degrees (233 links to Station No. 148) then the line turns towards North West bearing 353 (285 links to Station No. 149) then the line turns towards North East bearing 24 degrees (346 links to Station No. 150) 9 5 degrees (370 links to Station No. 151) 9 degrees (163 links to Station No. 152) bearing 65 degrees (237 links to Station No. 153) 60 degrees (110 links to Station No. 154) 72.5 degrees (116 links to Station No. 155) 81.5 degrees (492 links to Station No. 156) 58.5 degrees (160 links to Station No. 157) 37 degrees (121 links to Station No. 158) 8.5 degrees (169 links to Station No. 159) 84.5 degrees (122 links to Station No. 160) 26 degrees (182 links to Station No. 161) 40 degrees (163 links to Station No. 162) 52 degrees (205 links to Station No. 163) then the line turns towards South East bearing 111 degrees (151 links to Station No. 164) 93 degrees (433 links to Station No. 165) 135.5 degrees (483 links to Station No. 166) 156.5 degrees (185 links to Station No. 167) 110 degrees (360 links to Station No. 168) where the line crosses the Kubja river bearing 133 degrees (276 links to Station No. 169) and strikes at C. No. 8 of Balkattehola R. F. Then the line runs along the Reserved Forest line bearing 92.5 degrees (835 links to Station No. 170) 97 degrees (543 links to Station (o) the starting point at C. No. 9 of the Reserved Forest. Then the line runs towards North East bearing 52.5 degrees (630 links to Station No. 1) 28 degrees (671 links to Station No. 2) 36 degrees (804 links to Station No. 3) bearing 30.5 degrees (498 links to Station No. 4) 3.5 degrees (275 links to Station No. 5) 6 degrees 173 links to Station No. 6) then the line turns towards North West bearing 346 degrees (573 links to Station No. 7) then turns towards North East bearing 40 degrees (475 links to Station No. 8) 40 degrees (263 links to Station No. 9) 83.5 degrees (227 links to Station No 10) then the line turns towards South East bearing 101 degrees (285 links to Station No. 11) 148.5 degrees

(228 links to Station No. 12) bearing 167 degrees (171 links to Station No. 13) 153 degrees (127 links to Station No. 14) 127.5 degrees (529 links to Station No. 15) 121 degrees (253 links to Station No. 16) 99 degrees (318 links to Station No. 17) 74 degrees (524 links to Station No. 18) 56 degrees (192 links to Station No. 19) which strikes the Kubja river.

River–Kubja river–Starting at Station No. 19 the river proceeds along the demarcated line up to station No. 5 and enters the Block. It emerges out at Station No. 68 and proceeds along the demarcated line up to Station No. 122 and goes out of the Block and again it joins the line at Station No. 112 and proceeds along the line up to Station No. 105 and then goes out. The entire Block forms the catchment area for the Kubja river.

Cart track.—I. A cart track enters the Block at Holandur in between Station No. 27–28 and proceeds inside and comes out at station No. 33–34 to Kekkodu Bail. II. Another cart track enters the Block from Kanadijeddu in between Station No. 103–104 and enters the Annappa Naik's Dharkast at Station No. 113–114 and comes out at Station No. 115–116 and travels inside the Block and gets out at Station No. 64–65 of the Block to Yedur Bail.

Foot path.—(*a*) Starting in between Station No. 21–22 of the Block a foot path from Tenkka bail enters the Block and travels inside to meet the cart track from Holandur to Kekkedu bail.

(*b*) Starting in between station No. 7–8 of the Block a foot path from Bodabail travels inside the Block and goes to Jeddenamoole *via* Station No. 37–38.

(*c*) From Yedur bail a foot path enters the Block at Station No. 55–56 and passes *via* annappa Naikana Dharkastu and goes out to Moodabago at Station No. 103–104.

(*d*) Another foot path from Yedur bail enters the block at Station No. 69–70 and comes out to Mandibail *via* Station No. 84–85. And another Branch of it comes out in between Station No. 87–88 to Mandibail.

[No. AFD 76 AFT 58(2)]

By Order and in the name of the Governor of Mysore,

M. A. MACCAI, *Under Secy.*

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Printed by the Director of Printing, Sty. & Publications at the Govt. Press, B'lore.

27-7-64